

## Location Efficiency Methodology

Location efficiency is defined by Minnesota Housing through a combination of access to transit and walkability criteria in the Twin Cities Metro and Greater Minnesota.

Minnesota Housing evaluates access to transit using the Minnesota Housing Single Family Geographic Scoring Map tool at [www.mnhousing.gov](http://www.mnhousing.gov) > *Policy & Research* > *Single Family Geographic Scoring Map*. If you review the Single Family Geographic Scoring Map and notice that a public transit fixed route stop or park-and-ride is not included in the Single Family Geographic Scoring Map tool, please include documentation of the stop or park-and-ride and the route in the Application for Funds and notify Minnesota Housing at [impact.fund.mhfa@state.mn.us](mailto:impact.fund.mhfa@state.mn.us) so we can address the issue.

Proposals with target areas comprising multiple sub-areas eligible for varying points are scored pro rata according to each sub-area's share of the land area and population relative to those of the entire target area.

## Twin Cities Seven-County Metropolitan Area

<b>• Access to Transit:</b> <i>Applicants can map project locations and determine access to transit at the Minnesota Housing Single Family Geographic Scoring Map tool: <a href="http://www.mnhousing.gov">www.mnhousing.gov</a> &gt; Research &amp; Publications &gt; Single Family Geographic Scoring Map</i>	
Proximity to LRT/BRT/Commuter Rail Station	Locations within ½ mile of a planned <sup>1</sup> or existing LRT, BRT, or Commuter Rail Station. As of publication, lines include: Hiawatha, Central Corridor, Bottineau, and Southwest LRT, Northstar Commuter Rail, and stations of the Cedar Ave, Snelling, Penn, and I-35W rapid bus lines.
Proximity to Hi-Frequency Transit Network	Locations located within ¼ mile of a fixed route stop on Metro Transit's Hi-Frequency Network.
Access to High Service Public Transportation	Locations within one quarter mile of a high service <sup>2</sup> public transportation fixed route stop or within one half mile of an express route bus stop or park and ride lot.
Access to Other Public	Served by route deviation service or demand response/dial-a-ride <sup>3</sup>

<sup>1</sup> Includes planned stations on future transitways that are in advanced design or under construction. To be considered in advanced design, transitways need to meet the following criteria: issuance of a draft EIS, station area planning underway, and adoption by the Metropolitan Council Transportation Policy Plan. Transitways entering into advanced design after publication will be eligible, but data may not be available using Minnesota Housing scoring tools.

<sup>2</sup> High service fixed route stop defined as those serviced during the time period 6 AM through 7 PM and with service approximately every half hour during that time.

<sup>3</sup> MN DOT defines dial-a-ride as: "A demand-responsive service in which the vehicle is requested by telephone and vehicle routing is determined as requests are received. Origin-to-destination service with some intermediate stops is offered. Dial-A-Ride is a version of the taxicab using larger vehicles for short-to-medium distance trips in lower-density sub-regions." Service is provided Monday through Friday for at least eight-and-a-half hours during standard workday hours (6:30 A.M. to 7:00 P.M). Route deviation service is different from fixed route transit in

Transportation	
<ul style="list-style-type: none"> <li>• <b>Walkability:</b></li> </ul>	
Walk Score of 50+	Walk Score is based on results from the following tool: <a href="http://www.walkscore.com">www.walkscore.com</a> . Applicant must submit a dated print out of locations' Walk Score from the Walk Score tool. <sup>4</sup>

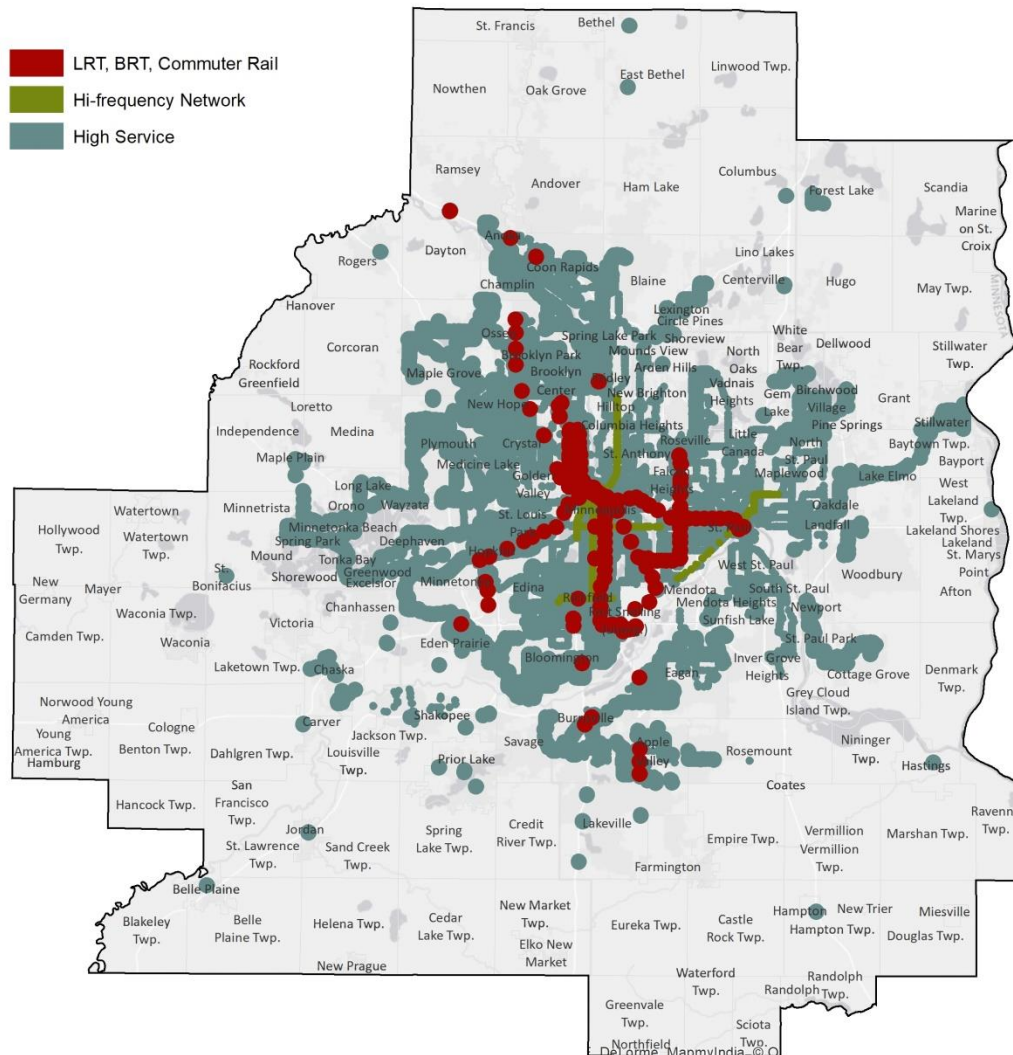
The following map shows areas with access to transit. An interactive version of this map is accessible at: [www.mnhousing.gov](http://www.mnhousing.gov) > Policy & Research > Single Family Geographic Scoring Map.

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that the vehicle may leave its predetermined route upon request by passengers to be picked up or returned to destinations near the route, after which the vehicle returns to the predetermined route.

<sup>4</sup> If applicants would like to request revisions of a location's Walk Score, they may contact Walk Score directly with details of the request to [mhfa-request@walkscore.com](mailto:mhfa-request@walkscore.com). Walk Score staff will review the request and make necessary adjustments to scoring within 45 business days. If an address cannot be found in the Walk Score tool, use closest intersection within ¼ mile of the proposed location.

Figure 1: Transit Access Point Levels in the Twin Cities Metro



## Greater Minnesota – Urbanized Areas

For urbanized areas, defined by the U.S. Census as places with populations greater than 50,000, applicants can receive points with a combination of access to fixed route transit and walkability. These areas, identified by the Minnesota Department of Transportation (MnDOT)<sup>5</sup>, are in and around Duluth, East Grand Forks, La Crescent, Rochester, Moorhead, Mankato, and St. Cloud.

### For urbanized areas:

• Access to Transit:	
Within ¼ mile of existing or planned <sup>6</sup> fixed route transit stop, with service available Monday through Friday for a minimum of 10 hours per day.	
Between ¼ mile and ½ mile of existing or planned fixed route transit stop, with service available Monday through Friday for a minimum of 10 hours per day.	
Within ½ mile of an express bus route stop or park and ride lot, with service available Monday through Friday for a minimum of 10 hours per day.	
Served by route deviation service or demand response/dial-a-ride <sup>7</sup>	
• Walkability:	
Walk Score of 50+	Walk Score is based on results from the following tool: <a href="http://www.walkscore.com">www.walkscore.com</a> . Applicant must submit a dated print out of locations' Walk Score from the Walk Score tool. <sup>8</sup>
The maps in Figure 2 display fixed route stops and ¼ and ½ mile buffers in Duluth, East Grand Forks, La Crescent, Rochester, Moorhead, Mankato, and St. Cloud.	

<sup>5</sup> Greater Minnesota Transit Investment Plan: <http://minnesotago.org/index.php?cID=435>

<sup>6</sup> For a Greater Minnesota planned stop to be eligible for points, applicants must provide detailed location and service information including time and frequency of service, along with evidence of service availability from the transit authority providing service. The planned stop or route must be available Monday through Friday and provide service every 60 minutes for a minimum of 10 hours per day.

<sup>7</sup> MN DOT defines dial-a-ride as: "A demand-responsive service in which the vehicle is requested by telephone and vehicle routing is determined as requests are received. Origin-to-destination service with some intermediate stops is offered. Dial-A-Ride is a version of the taxicab using larger vehicles for short-to-medium distance trips in lower-density sub-regions." Service is provided Monday through Friday for at least eight-and-a-half hours during standard workday hours (6:30 A.M. to 7:00 P.M.). Route deviation service is different from fixed route transit in that the vehicle may leave its predetermined route upon request by passengers to be picked up or returned to destinations near the route, after which the vehicle returns to the predetermined route.

<sup>8</sup> If applicants would like to request revisions of a location's Walk Score, they may contact Walk Score directly with details of the request to [mhfa-request@walkscore.com](mailto:mhfa-request@walkscore.com). Walk Score staff will review the request and make necessary adjustments to scoring within 45 business days. If an address cannot be found in the Walk Score tool, use closest intersection within ¼ mile of the proposed location.

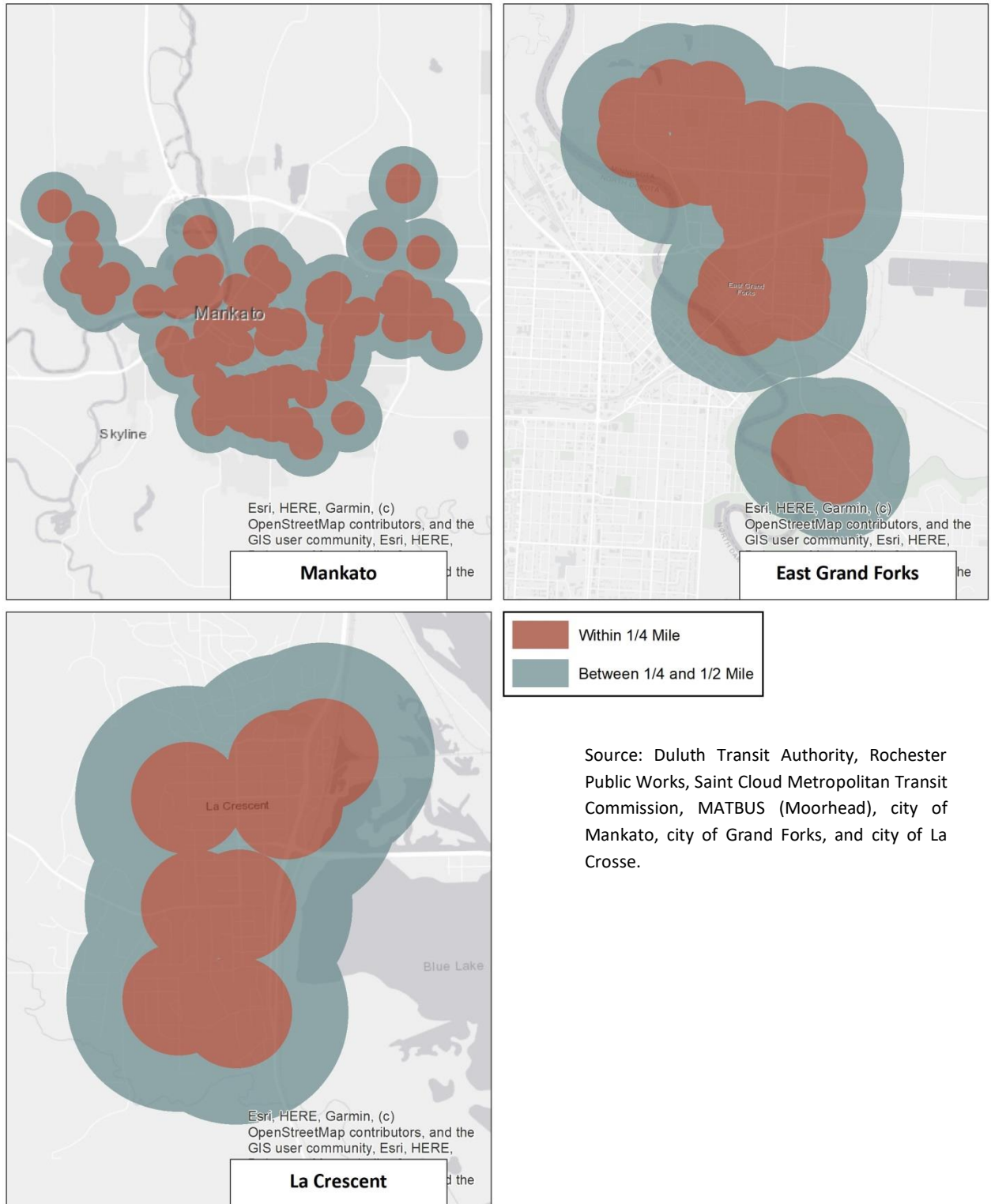
The figure consists of four maps, each showing the distribution of Esri, HERE, Garmin, OpenStreetMap contributors, and the GIS user community for a specific location. The maps are arranged in a 2x2 grid, with a legend in the center. The legend indicates that the red area represents the 'Within 1/4 Mile' radius, and the blue area represents the 'Between 1/4 and 1/2 Mile' radius.

- Duluth:** The map shows the city of Duluth, Minnesota, and its surrounding areas. The red area covers the city and its immediate surroundings, while the blue area covers a larger region, including parts of the surrounding counties.
- Moorhead:** The map shows the city of Moorhead, Minnesota, and its surrounding areas. The red area covers the city and its immediate surroundings, while the blue area covers a larger region, including parts of the surrounding counties.
- Rochester:** The map shows the city of Rochester, Minnesota, and its surrounding areas. The red area covers the city and its immediate surroundings, while the blue area covers a larger region, including parts of the surrounding counties.
- St. Cloud:** The map shows the city of St. Cloud, Minnesota, and its surrounding areas. The red area covers the city and its immediate surroundings, while the blue area covers a larger region, including parts of the surrounding counties.

Esri, HERE, Garmin, (c) OpenStreetMap contributors, and the GIS user community, Esri, HERE, Garmin, (c) OpenStreetMap contributors, and the GIS user community, Esri, HERE, Garmin, (c) OpenStreetMap contributors, and the GIS user community, Esri, HERE, Garmin, (c) OpenStreetMap contributors, and the GIS user community



Figure 2: Transit Access Point Levels in Greater Minnesota



Source: Duluth Transit Authority, Rochester Public Works, Saint Cloud Metropolitan Transit Commission, MATBUS (Moorhead), city of Mankato, city of Grand Forks, and city of La Crosse.

## Greater Minnesota – Rural and Small Urban Areas

For rural and small urban areas, places with populations less than 50,000, applicants can receive points by having access to transit, including route deviation service, or demand response/dial-a-ride, and walkability. Route deviation service is different from fixed route transit in that the vehicle may leave its predetermined route upon request by passengers to be picked up or returned to destinations near the route, after which the vehicle returns to the predetermined route. Passengers may call in advance for route deviations similar to that of demand response/ dial-a-ride or access the service at designated route stops without advanced notice. Demand response usually involves curb-to-curb or door-to-door service with trips scheduled in advance (also known as “Dial-A-Ride”).

Applicants can find providers by county or city on MnDOT’s website, <http://www.dot.state.mn.us/transit/riders/index.html>, and the service type in MnDOT’s annual transit report, <https://www.dot.state.mn.us/transit/reports/transit-report/pdf/annual-transit-report-2017.pdf>.

### For rural and small urban areas:

• Access to Transit:	
Within ½ mile of an existing or planned designated transit stop, including a park-and-ride lot, that has service every 60 minutes Monday through Friday for at least 10 hours per day. (Applicants must provide documentation of the route, stops and level of service.)	
Served by route deviation service or demand response/dial-a-ride <sup>9</sup>	
• Walkability:	
Walk Score of 50+	Walk Score is based on results from the following tool: <a href="http://www.walkscore.com">www.walkscore.com</a> . Applicant must submit a dated print out of locations’ Walk Score from the Walk Score tool. <sup>10</sup>

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<sup>9</sup> MN DOT defines dial-a-ride as: “A demand-responsive service in which the vehicle is requested by telephone and vehicle routing is determined as requests are received. Origin-to-destination service with some intermediate stops is offered. Dial-A-Ride is a version of the taxicab using larger vehicles for short-to-medium distance trips in lower-density sub-regions.” Service is provided Monday through Friday for at least eight-and-a-half hours during standard workday hours (6:30 A.M. to 7:00 P.M). Route deviation service is different from fixed route transit in that the vehicle may leave its predetermined route upon request by passengers to be picked up or returned to destinations near the route, after which the vehicle returns to the predetermined route.

<sup>10</sup> If applicants would like to request revisions of a location’s Walk Score, they may contact Walk Score directly with details of the request to [mhfa-request@walkscore.com](mailto:mhfa-request@walkscore.com). Walk Score staff will review the request and make necessary adjustments to scoring within 45 business days. If an address cannot be found in the Walk Score tool, use closest intersection within ¼ mile of the proposed location.